

To-day's
Advertisements.ROYAL ANTEDELUVIAN ORDER OF
BUFFALOES.

G. L. OF ENGLAND, LIMITED.

"LION AND ROSE"
Lodge No. 1360

THE above Lodge MEETS every TUESDAY, at 7 for 7.30 P.M., in the LODGE ROOM, to Queen's Road Central. Visiting Brethren are cordially invited to attend.

BUSINESS—25th July 1899.—
ELECTION, &c.
Hongkong, 22nd July, 1899. [956a]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell the following:

LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in 40 LOTS,

by
PUBLIC AUCTION.

ON

THURSDAY, FRIDAY, SATURDAY,
and
MONDAY,

the 27th, 28th, 29th, and 31st July, 1899, at 2.30 in the Afternoon, at their Auction Rooms, Ice House Lane.

Lot 1.—No. 325, Queen's Road West, Area 778 Square feet, Annual Crown Rent \$6.09.

Lot 2.—No. 323, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.80.

Lot 3.—No. 321, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 4.—No. 319, Queen's Road West, Area 736 Square feet, Annual Crown Rent \$5.77.

Lot 5.—No. 317, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.80.

Lot 6.—No. 315, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 7.—No. 313, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 8.—No. 311, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 9.—No. 309, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 10.—No. 307, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 11.—No. 305, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 12.—No. 303, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 13.—No. 301, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 14.—No. 299, Queen's Road West, Area 783 Square feet, Annual Crown Rent \$6.16.

The above 14 LOTS forming the whole of INLAND LOT No. 1,273 are held from the Crown for the residue of a term of 999 years.

Lot 15.—No. 173, Praya West, Area 701 Square feet, Annual Crown Rent \$6.14.

Lot 16.—No. 174, Praya West, Area 738 Square feet, Annual Crown Rent \$5.87.

Lot 17.—No. 175, Praya West, Area 734 Square feet, Annual Crown Rent \$5.85.

Lot 18.—No. 176, Praya West, Area 701 Square feet, Annual Crown Rent \$6.14.

The last mentioned 4 LOTS forming the whole of INLAND LOT No. 1,279 are held from the Crown for the residue of a term of 999 years.

Lot 19.—No. 347, 349, 351, and 353 Queen's Road West, with 2 Basements Nos. 7 and 8 in a Lane off Ki Ling Lane, Area 4,712 Square feet, Annual Crown Rent \$37.60.

Lot 20.—Nos. 341, 343, and 345, Queen's Road West, and No. 1, An Fung Lane, and Basements Nos. 4, 5, and 6, in a Lane off Ki Ling Lane, Area 4,390 Square feet, Annual Crown Rent \$33.37.

Lot 21.—Nos. 335, 337, and 339 Queen's Road West, and one House in the rear Unnumbered and basements, Area 4,304 Square feet, Annual Crown Rent \$34.67.

The last mentioned 3 LOTS forming the whole of INLAND LOT No. 1,270 are held from the Crown for the residue of a term of 999 years.

Lot 22.—No. 30, Cross Street, Wanchai, Area 646 Square feet, Annual Crown Rent \$6.78.

Lot 23.—No. 28, Cross Street, Area 602 Square feet, Annual Crown Rent \$9.12.

Lot 24.—No. 26, Cross Street, Area 594 Square feet, Annual Crown Rent \$8.06.

Lot 25.—No. 24, Cross Street, Area 596 Square feet, Annual Crown Rent \$8.06.

Lot 26.—No. 22, Cross Street, Area 606 Square feet, Annual Crown Rent \$9.12.

Lot 27.—No. 20, Cross Street, Area 600 Square feet, Annual Crown Rent \$9.10.

Lot 28.—No. 18, Cross Street, Area 604 Square feet, Annual Crown Rent \$9.13.

Lot 29.—No. 16, Cross Street, Area 636 Square feet, Annual Crown Rent \$9.60.

Lot 30.—No. 13, Tai Wo Street, Area 830 Square feet, Annual Crown Rent \$12.61.

Lot 31.—No. 12, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 32.—No. 11, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 33.—No. 10, Tai Wo Street, Area 879 Square feet, Annual Crown Rent \$13.36.

Lot 34.—No. 8, Stone Nullah Lane, Area 830 Square feet, Annual Crown Rent \$12.61.

Lot 35.—No. 6, Stone Nullah Lane, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 36.—No. 4, Stone Nullah Lane, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 37.—No. 2, Stone Nullah Lane, Area 880 Square feet, Annual Crown Rent \$13.37.

The last mentioned 16 LOTS forming the whole of INLAND LOT No. 430 are held from the Crown for the residue of a term of 999 years.

Lot 38.—Godown No. 43, Praya East, Actual Area 24,100 Square feet. Term 999 years, Annual Crown Rent \$31.28.

Lot 39.—No. 5, Li Yuen Street, West, Area 824 Square feet, Annual Crown Rent \$13.24.

Lot 40.—No. 7, Li Yuen Street, West, Area 824 Square feet, Annual Crown Rent \$13.25.

For further Particulars and Conditions of Sale please apply to
C. EWENS,
Solicitor,
Messrs. HUGHES & HOUGH,
Auctioneers,
Hongkong, 22nd July, 1899. [956a]

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION,

WEDNESDAY, the 25th July, 1899,
at 2.30 P.M.,
at his Sales Rooms, Zealand Street, No. 2.

A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE.

Comprising—
WRITING DESK, ICE BOXES, EASY CHAIRS, WARDROBES, SIDEBOARDS, ROUND AND SIDE TABLES, CHEST OF DRAWERS, IRON BEDSTEADS, PICTURES, GLASSWARE, CROCKERY, PLATED WARE, &c., &c.

One Blue and White DELFT BREAKFAST SET Complete.

One BROADWOOD PIANO.

One RACHALS PIANO.

Four TYPE WRITERS—Different Systems.

Several Lady's and Gentlemen's BICYCLES.

On View at the Undersigned's.

Catalogues issued Prior to Sale.

TERMS OF SALES—As customary.

PAUL BREWITT,
Auctioneer.

Hongkong, 22nd July, 1899. [958a]

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions from the Mortgagees to sell by

PUBLIC AUCTION,

on the Premises,

MONDAY, the 14th day of August, 1899,
at 3 P.M.

All that very Valuable LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong and Registered in the Land Office as MARINE LOT No. 111 together with the Commodious Godowns thereon known as Nos. 69, 70, 71, Praya East and 72, 73, 74 and 75, Wanchai Road, the Property is held for the residue of a term of 999 years from the 11th October, 1859 at the Annual CROWN RENT of \$67.10.

Further Particulars and Conditions of Sale may be obtained from

Messrs. DEACON & HASTINGS,
Vendor's Solicitors,
35, Queen's Roadand from
The Auctioneers,
Hongkong, 22nd July, 1899. [961a]

PROMENADE CONCERT.

AN open air PROMENADE CONCERT in aid of the Ladies' Hospital Fund, by Members of the Royal Welch Fusiliers Dramatic Club, will be held at the VOLUNTEER HEAD-QUARTERS, on MONDAY, the 24th instant, at 9 P.M. The Band of the Royal Welch Fusiliers, by kind Permission of Major MORRIS and Officers, R.V.F., will be in attendance. A tent, in which Tea, ices and Light Refreshments can be purchased will be on the ground. There will also be a Bar at which drinks can be obtained on Payment.

ADMISSION—..... \$1

Members of the H.K.V.C. and Soldiers and Sailors in uniform, 25 cents.

TICKETS can be obtained on application from the Volunteer Head-Quarters, or Messrs. Lane, Crawford & Co., or on night of performance at the gate.

Hongkong, 22nd July, 1899. [955a]

HOWARD'S GODOWNS.

TO BE LET, in one Lot of 16 Godowns, or separately.

Apply to
THOS. HOWARD & Co.,
Hongkong, 22nd July, 1899. [957a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on MONDAY, the 31st instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd July, 1899. [960a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Manager.

Hongkong, 22nd July, 1899. [954a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.

Hongkong, 6th March, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT CANNI ROAD begs most respectfully to APPEAL to the Residents of Hongkong and the Port, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied if required.

The Superiores will also be most grateful for any LATER or OLD FURNITURE to be made into Purses for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [959a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY.

dinner wine, Green Seal

Capsule \$10.80

C.—MANZANILLA. PALE

NATURAL SHERRY, White

Capsule 12.00

D.—SUPERIOR OLD DRY.

PALE NATURAL SHERRY, Red

Seal Capsule 12.00

E.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule 14.40

F.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old Bottled) 20.40

B, C, and D are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very superior

vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 22, 1899.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

H.M.S. "BONAVENTURE" ASHORE.

SHANGHAI, July 21st.

6.57 p.m.

H.M.S. Bonaventure is badly ashore in

Comely Bay and reports state there is small

chance of her getting off.

Upon enquiry at the Commodore's office we

were informed that the Bonaventure had

been badly ashore, but has been floated and

sent under convoy to Nagsak. The extent

of the damage is unknown.—Ed., Hongkong Telegraph.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE

TRANSVAAL.

LONDON, July 20th.

Mr. Chamberlain in the House of Commons

said the Government feels assured that President

Krugger having accepted the principle for

which the Government had contended, would

be prepared to reconsider the details and not

allow it to be nullified.

The Natal Parliament has passed a resolution

unanimously approving of the Imperial

policy.

THE STRAITS CONTINGENT.

Mr. Chamberlain has wired to the Governor

of the Straits thanking the Malay States for

their loyal offer of 300 men for service in South

Africa, and expressing the appreciation of the

Government.

WEATHER REPORT.

The Observatory report says:—

On the 22nd at 11.40 a.m. The barometer has

risen considerably in the neighbourhood of

Shanghai, is unchanged in S. China and has

fallen slightly over the Philippines. The typhoon

seems to have recurred and to be moving East-

wards between Cutch and W. Japan at present.

Gradients remain steep for S.W. winds in S. China and over the N. part of the China Sea. FORECAST—Fresh S.W. winds; squally, thunder.

LOCAL AND GENERAL.

The Gymkhana, which was to be given by the

Royal Welch Fusiliers this afternoon, was

postponed until Saturday next, owing to the

bad state of the course.

In the laying of the telegraph cable between

here and Macao, the other day, the telegraph

ship Shearwater established a record, the

new cable being laid and in working order in

the short time of 31 hours.

H.M.S. Grafton left for England this morning

with her paying-off pennant flying. Her yards

were manned as she left the buoy and she was

loudly cheered by the men of the U.S.S. York

town. The Grafton's crew returning the con-

fident.

We would call the attention of our readers to the Promenade Concert to be given by the Royal Welch Fusiliers Dramatic Club, on Monday next, at the Volunteer Head-Quarters, full particulars of which will be found in our advertising columns.

A CHINAMAN was this morning, at the Magistracy, sentenced to eight months imprisonment with hard labour, on two counts, six months on the first and two on the second for wounding and cutting two other Chinamen employed on a Junk in the harbour.

WE have received the following notice from the manager of the Hongkong Companies, for publication:—Owing to stormy weather in the vicinity of Shanghai, &c., the land telegraphs are being worked with difficulty and telegrams to Yangtse Ports, and North China are in consequence subject at present to great delay.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The following is the programme:—
1.—March..... Brigade Camp..... Hume.
2.—Overture..... Masanilla..... Anker.
3.—Valse..... Dolores..... Waldteufel.
4.—Fantasia..... Folk Songs of Italy..... Rauscher.
5.—Mazurka..... La Mousse..... Ganne.
6.—Finale..... Potpourri..... Faust.
"God Save the Queen."

A CORRESPONDENT asks us if it is permitted to practise the "Dead March" during business hours on a piano situated in a room facing the principal thoroughfare of the Colony. He states that the mournful tune, played with one finger, is rapidly driving him to the grave. We would suggest the purchase of a phonograph with a good stock of the most popular and lively airs. This set to work in opposition to the one-fingered "Dead March" should have the desired effect.

A HORRIBLE accident occurred at Rome, on the 14th June, during some military captive balloon manoeuvres at Fort Montemario. A sudden gust of wind broke the ropes, which were held by 40 soldiers. The balloon ascended with frightful rapidity, with a soldier named Vacca hanging on the rope. When passing over the Tiber the soldier, who was an excellent swimmer, dropped from a height of 500 metres, but just missed the water and was dashed to atoms on the bank.

THE Perak Art Club intend holding an exhibition of the works of members on the 17th, 18th and 19th of August at the Masonic Hall, Taiping. It will comprise oil and water-colour paintings, pen, pencil and other drawings, photographs, and art needle work. Mrs. J. P. Rodger has consented to present the prizes on the 18th of August at the Hall. Prizes will be offered for the best painting, for the best oil painting, for the best water-colour painting, for the best collection of paintings by any member, subject prize, for the best series of photographs, and for the best piece of needlework.

WE should like to call the attention of the Water Authority to the manner in which the water is turned off in Kowloon without due notice being given to householders. On two separate occasions this week the water has been turned off, depriving eighteen houses of this very necessary element, the occupants being unable to provide against this artificial drought by storing water in the houses.

Some residents pay high water rates and it is certainly the duty of the officials to give notice when water is to be cut off, no matter what the reason may be. In Hongkong there appears to be an idea abroad amongst the officials that the public exist for their benefit and they require to be shown that the case is otherwise.

THE Field tells the following story. A rat was caught alive on board a British naval vessel in a trap, and the beast was thrown from the trap into the water without being killed. A large gull that was following in the wake of the ship to pick up scraps of food thrown overboard by the steward swooped several times, endeavouring to pick the rat up. Once the bird got too close to the rat's jaws, and the beast grabbed it by the neck. After a short fight the rat succeeded in killing the bird. When the gull was dead, the rat scrambled upon the bird's body, and hoisting one wing as a sail and using the other as a rudder, succeeded, in steering for the shore. Whether the rat reached shore or not is the question, since the ship soon got out of sight of the skipper and its craft.

PIRACY ON THE WEST RIVER.

It is reported that on Thursday week, the Portuguese steamer *Taiyang* was held up by pirates near Kowloon on the West River. The pirates, who were in a launch called the *Huangna*, boarded the *Taiyang* under cover of rifle fire and the only person who resisted was the Portuguese purser, Mr. O'Zorio, who, we are sorry to say, was badly wounded and now lies at Macao in a critical condition. The pirates obtained 37 balls of opium and all the valuables to be found on board the *Taiyang* and also carried off passengers, having first attempted to disable the engine. The *Taiyang*, as soon as the pirates left, returned to Mac

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.....	THURSDAY, 27th July, at 4 P.M.
E. W. Haswell.....	HAMA.....	THURSDAY, 27th July, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 27th July, at 4 P.M.
N. Trennt.....	VICTORIA, B.C. and SEATTLE, U.S.A. via KORE and YOKOHAMA.....	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 28th July, at 4 P.M.
YAWATA MARU.....	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI.....	THURSDAY, 3rd August, at Noon.
ISENDAI MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 3rd August, at 4 P.M.
H. Petersen.....		
MIKE MARU.....		
S. Kawamura.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

† Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO.....Caneva.....5th August.
*SINGAPORE.....Pizzarello.....2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

*1399

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CEMENT, HUMBER and GLADIATOR Co. Ltd.

DUNLOP Tyres, Bicycles, &c. Price, \$160.

A special reliable Watch made for this Climate.

Quality, Accuracy, and Reliability, \$12.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and STYLUSES.

KUHN & KOMOR.

(21 & 23, QUEEN'S ROAD).

JUST RECEIVED

A COLLECTION OF JAPANESE PLAID SILK and SUNSHADES.

[14]

SIEN TING.

SURGEON DENTIST.

No. 10, DAQUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [13]

DENTISTRY.

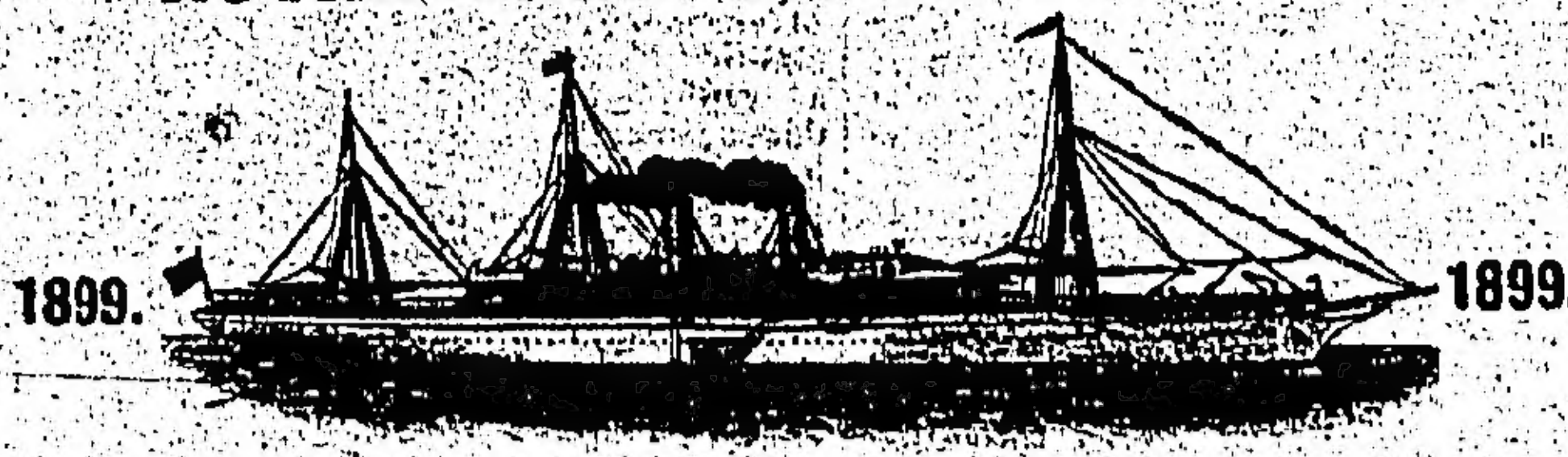
SU. SANG.

(Lately Practising with Dr. J. SAKATA) DENTIST.

No. 24, Queen's Road Central.

[14]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

EMPRESS OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS from the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street [13]

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

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J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1899. [1310]

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(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

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LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS.....	HAVRE and HAMBURG.....	2nd August. Freight.
H. Jacobs.....	(LONDON with transshipment in HAMBURG).....	About 6th August. Freight, and
*SILESIA.....	HAVRE and HAMBURG.....	About 17th August. Freight.
Behrens.....	(LONDON with transshipment in HAMBURG).....	About 31st August. Freight.
WITTENBERG.....	HAVRE and HAMBURG.....	About 6th September. Freight.
Madsen.....	(LONDON with transshipment in HAMBURG).....	About 17th September. Freight.
ALESIA.....	HAVRE and HAMBURG.....	About 31st September. Freight.
Knuth.....	(LONDON with transshipment in HAMBURG).....	About 6th October. Freight.
SAXONIA.....	HAVRE and HAMBURG.....	About 17th October. Freight.
Krech.....	(LONDON with transshipment in HAMBURG).....	About 31st October. Freight.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

[131]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire, 2,929 [about] July 30.

Carlisle City, 3,002 [about] Aug. 15.

Thyra, 3,406 [about] Sept. 15.

Belgian King, 3,379 [about] Oct. 15.

THE Steamship

"CARMARTHENSIRE" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd Oct., at Noon.

THE U.S. Mail Steamships

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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S. VAN BUREN, Agent.

Hongkong, 15th July, 1899. [1310]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Prima Heinrich, Wednesday, 16th Aug.

Sachsen, Wednesday, 13th Oct.

Dachau, Wednesday, 13th Oct.

König Albert, Wednesday, 13th Dec.

Prinz Heinrich, Wednesday, 17th Dec.

Prinzess, Wednesday, 16th Jan.

Kaiserin, Wednesday, 24th Jan.

Sachsen, Wednesday, 12th Feb.

Hamburg, Wednesday, 21st Feb.

Bayern, Wednesday, 7th Mar.

NEW WEDNESDAY, the 25th day of Aug.

The Company's Steamship "BRUNNEN" will call at SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PRINCIPAL PLACES IN RUSSIA.

Shipping Orders will be received until Noon on Monday, the 14th August. Cargo and Special Rates will be received until 5 P.M. on Tuesday, the 15th August. Passengers will be received until 5 P.M. on Wednesday, the 16th August. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

S. VAN BUREN, Agent.

Hongkong, 15th July, 1899. [1310]

the enemy sufficiently to retire, and wring the
tears of beer from our eyes. We saved our

"The snowing was so violent that it was
 on the top of the mountain, and every
 e barrel, and fork heavenwards, and
 e crockery like snowflakes. Then it lodged
 the empty rack, and lay winking at the bung-
 le, far below. Meanwhile, our danced all
 e supper-beer, and all the dinner-beer,
 o, for many days to come. If any one
 er knew how to put a quart into a pint
 ot, it was the man who filled our
 eet little barrel. There must have been at
 least a thousand gallons of so-called mild ale
 in the store, and a half gallon each. Our fend
 a tub exhausted it in a time, but it ex-
 hausted us first. — When all was over, there
 was, perhaps, a quart of muddy-looking stuff
 slinking at the bottom; but you might read in
 e cook's expressive countenance that, as far
 as she was concerned, it was neither dinner-
 er nor supper-beer for her."

Upon a certain day, our cook succumbed to headache. It was very awkward. Madame

GENERAL JOUBERT ON THE TRANSVAAL FRANCHISE.

But the cook's headache was not without its influence upon our lives. For Mamma sent her to see the doctor, and the doctor said she was run down and must drink beer twice a day. On the strength of this recommendation by the faculty, Mamma sent an order to the neighbouring brewery, "Would we," asked the Brewery, "have mild ale?" And Mamma said: "Certainly, the milder the better. We cannot," added Mamma, "do with anything but our flat that is *not* mild. So the mild ale came. There drew up before our windows a man of colossal size, drawn by two mighty horses, driven by two mammoth draymen. The draymen were like pillars of some vast cathedral of the purest Norman architecture. Nay, more, they were like the cathedral itself, viewed from the outside.

"Now I shall give you my opinion about this matter (the franchise question), an opinion which I have held for the last ten years." My scheme for granting the franchise to strangers is this:—When a man, whatever his nationality may be, comes into the Republic, he must go to the nearest town or place where he first settles and give up his name together with particulars as to his nationality, where he comes from, what his occupation is, &c., and he must hand over a certificate that he is a respectable and honest person; if he has no such certificate with him, I am prepared to give him, say, three months' time to get one from the proper quarters, and if he has not yet made up his mind as to what occupation he would undertake in the Republic, I am prepared to give him two or three months' time so that he can find out what he wishes to do himself. Anyhow, as I said, he must go to the Field Cornet and supply him with the above particulars, and he must then inform the Field Cornet that he comes to settle and live in this Republic, that he is willing to submit himself to and obey the laws of it, and that he is desirous of becoming a burgher of the country. He must, then immediately (that is upon his arrival in the country, and after having spoken thus to the Field Cornet) take an oath of allegiance to the following words:—"I, undersigned, hereby solemnly declare that I shall be faithful to the burghers and Government of the South African Republic; that I shall do my utmost to assist them in maintaining the independence of the country; and that I shall submit myself to and obey the laws of the country. So truly help me, God. (Signed)——"

Continuing, the general said:—"From that moment (*i.e.*, when he takes the above oath) he must be prepared to do what he can for the country, and I must have the power of calling upon him to defend the country and fight with the burghers when necessary. After two, three, or four years he shall be entitled to get full franchise powers upon the following conditions:—He must go to the Field Cornet and make two respectable burghers acquainted with him, and say to the Field Cornet—"Field Cornet, I have now been so many years (two, three, or four years) in the country; I fulfilled the requirements of the law when I came into the country; I have since observed the laws and worked in the interests of the country; I have brought with me here two respectable and respected burghers of the country, who approve of my person; now, therefore, I demand full franchise powers for myself." He must not then come crawling on his knees, begging with outstretched hands, "Oh, please give me the franchise"; no he must demand it. And then the general, displaying considerable emphasis upon the word "demand." And then he shall get the franchise and shall be a burgher of the country and enjoy all the privileges every other burgher enjoys, without being indebted to anybody for having got the franchise. This is my scheme, which I have entertained for it," said the last ten years, and now you know it."

"Yes, general," said I, "happy is the day when your scheme becomes law, for I am sure not a single respectable Uitlander would object to any of the stipulations contained therein; on the contrary, they would receive it with joy."

"I should think so," retorted the general, "and I am sure that if this scheme is made law we shall have none of the difficulties at present experienced, and we can all live together happily and peacefully, and the country will prosper and flourish."

I now referred to the oath of allegiance contained in the general's scheme, and told him that the present form of oath of allegiance to this Republic was declared by the Uitlanders to be one of the chief obstacles in their way to the franchise.

The form of oath I gave you just now," replied the general, "is quite satisfactory for me. I am an Englishman, Frenchman, or German comes to me and wants the franchise. I don't want to know if Lord Victoria is a beautiful woman, the French President a good man, or the Kaiser a bad man. No, that has got nothing to do with me; and I do not want to know if an Englishman, Frenchman, or German swears on oath that he is no Englishman, Frenchman, or German. That has got nothing to do with the question at issue when he wants the franchise, and that question is, 'Will you be faithful to the South African Republic and its burghers?' If he is willing to swear that he will be so, it is quite enough for me, and I shall accept him as a burgher. I know quite well why that clause, demanding the renoucement of one's former Sovereign, King, or Prince &c., was inserted. Great allegiance; it was intended to hurt the feelings of certain people who were inserted intentionally, and I called it an act of narrow-mindedness, for why should a man be made to swear that he does not belong to a certain nation, when he is a citizen of the Republic and is not one of the nation to which he actually belongs?"

It may be as well, perhaps, to add that when questioned on the subject of this interview by representative of the "Johannesburg Press" and the "Overlander" organ, General Botha stated that the remarks contained in his views were substantially correct. A Dutch paper, *Land en Volk*, also published an interview with the General on the same lines. —Times.

I will do them the grace to add that they laughed at my remark, and even made some sort of an apology, which is more than the usual manner of those to receive it. But the married always win in hopes to recall me. I can come in tomorrow evening." Cynthia called her so few, as I went downstairs; "Are you expecting a few mustnt friends?" "Are you going to play *impromptus* all the evening?" I asked doubtfully. "Oh, yes, it is not going to be at all your sort of evening smiling Cynthia," but I have had to ask a sporting friend of Stanley's and I want you to talk about bulldogs to him, so do come!"—E. S. in P. M. Gazette.

THE ROMANCE OF THE DERBY.

The *Pall Mall Gazette* says:—Since the reign of James I., who founded the Epsom meeting during his residence at Nonsuch, its locality has been regarded as classic ground by our race-loving public, and with each succeeding year the interest in the Derby seems constantly to grow. Most persons are acquainted with the fact of the great race of the year having been founded by the twelfth Earl of Derby in the year 1780; but few, we venture to state, possess any knowledge of the romantic circumstances that led up to the event.

The little parish of Woodmansterne, two or three miles from the Bantled Downs, is a fine country mansion of red brick, standing in a well-wooded park of 180 acres, known as "the park" in the middle of the last century this site was occupied by what had originally been a hunting-box, erected by a gentleman called, the "Hunting-box."

and christened by them "Lambert's Oaks," from the facts of it being surrounded by oak trees planted by a family named Lambert, the ancient lords of the manor. At the period of which we are speaking, however, the house had been abandoned by its sporting owners, and converted into a wayside inn, boasting no signboard, and doing a trade in Surrey home-brewed ale of the most bucolic kind. The situation was delightful, for the house stood high on a hill, and the view of the country was attractive to the fancy. In 1742 and 1743 attracted the attention of a dashing young soldier, by name Captain John Burgoyne, who had then just created a great sensation in society by running away with Lady Charlotte Stanley, daughter of the eleventh Earl of Derby. The gallant captain, a natural son of Lord Bingley, from whom he had inherited his debonaire and spendthrift proclivities, thought that this would make a delightful home for his bride. Accordingly he bought out the inn-keeper, lock, stock, and barrel, and without ceremony commenced to build on it a commodious country-house in the Elizabethan style of architecture. It was not long, however, before the young couple found themselves in pecuniary difficulties, and a reconciliation having been effected with the lady's father—the latter bought the villa to keep it in the family. It was owing to this chain of circumstances, therefore, that the Earls of Derby acquired property in this, for them, a new country, and there has been given on the 9th June, 1776, in anticipation of the marriage of Lord Stanley, with Lady Betty Hamilton, the celebrated Fete Champetre, the first of the kind in England, under the superintendence of Burgoyne, now a lieutenant-general, who as a dramatist, also of no mean repute, collaborated with Garrick in providing the book. Now for the origin of the Derby. The eleventh Earl bequeathed the Surrey property to his grandson, Edward Smith Stanley, the twelfth Earl, who died in 1744, and the Sussex property to his son, Stakes for fillets, so named from his, who lived in retirement at Woodmansterne, the first winner being Bridget, a bay mare, foaled in 1776 by King Herod—Jemima, the property of the noble founder himself. This success so pleased the Earl that in the following year he started the Derby Stakes, so named out of compliment to him; the first winner being Diomed, a chestnut horse, foaled in 1777, the property of Sir Charles Bunbury, Bart., who was then a lieutenant-general, and whose military career terminated in a glorious surrender to the American army at Saratoga in 1778, had not run off with Lady Charlotte Stanley, it is more than probable that there would have been no Derby or Oaks.

We must now relate another curious and little-known fact in connection with the nomenclature of the great annual turf festival—namely, that the Epsom Derby had been anticipated by a century and a half by a Derby Cup, run for in the Isle of Man. The seventh Earl of Derby, born in 1607, called "the great" was a devoted Royalist, who after the defeat of the Sovereign's cause betook himself to his little kingdom in the Isle of Man, where he was soon surrounded by many Royalist friends. Here he established games, pastimes, and horse-racing, for the amusement of the exiles, and offered substantial prize for a cup to be called the Derby Cup, and to be contested by the best colts bred in the island. This annual Derby Cup was decided for many years on the sandbank which extends along the northern shore of Castletown Bay, and which would still form a very fair racecourse. Neither the date of the foundation nor that of its discontinuance is known, but it is clear that it survived the death of the Earl, who subsequently fought at Worcester, was captured, and executed at Bolton in 1661. Some original documents relating to this race are in existence: one dated "att Lathum ye 12th July 1669," and another directing "the said cup to be run for upon the 28th July; in every year, being the day of the nativity of the Honourable James, Duke of Somerset, and to be given with these words by the eldest son—and it was so run for 'till 1748, 1687." Lastly before closing the catalogue of family associations, it should be stated that after the death of the twelfth Earl of Derby in 1834, "The Oaks" estate passed to Sir Charles Grey, next to Mr. Joseph Smith, and is now the property of Mrs. H. James.

To turn to Epsom races proper, it seems impossible to determine, with any approach to accuracy when these first began to be held on Epsom Downs as an annual meeting. From the year 1710, however, or for a period extending over a century and a half, races have been held here every spring about the middle of April, and every autumn, or in the early summer, without interruption, the latter at the end of May or early in June. The greatest event of the racing year has been run on a Wednesday since 1835, before that year it was decided on a Thursday and the Oaks on a Friday. Once only since its institution has the Sture been

GRUESOME WORK IN ABER- DEEN

Ghostly revelations were made on Tuesday, 6th June, as the result of an investigation, made by order of the Crown Council into the alleged desecration of graves at Nelfield Cemetery, Aberdeen, and, in connection with which the superintendent, William Coutts, is under arrest. The inquiry was instituted to verify the depositions made by witnesses in a civil action brought against the Aberdeen Baker Incorporation, the proprietors of the cemetery, as to the alleged removal of graves, the burning of coffins and bodies, and the disposal of human remains in the walks of the graveyard. The investigation was conducted in the presence of Crown representatives, members of the Baker Incorporation, and the agent of the superintendent. Although seven walks were opened, only in three were the revelations of a startling kind, but in these a state of things was brought to exist which was calculated to horrify the public, and which excited to a painful degree. In one of the walks the remains of coffins and bodies were lying in such confusion within the narrowest limits that every shovel turned up bones, coffin plates, and bits of coffins. In one instance two coffin plates were thrown on to the side of the trench with one painful stroke of earth. The bones of adults were mixed with bones of infants in a way that it is impossible to conceive could have existed had they not been interred in a heap. An enormous number of human remains were unearthed from one circumference, and it was stated that no fewer than 500 hands of coffins were dug up. A considerable number of nameplates were also found, and the inscriptions on these were quite legible, while on the other six the lettering was only partly decipherable. In another hole coffins were discovered, but these contained the remains of diseased bodies from the Anatomy Department at Marischal College. A really gruesome find was made in a walk where the ground had been composed of earth which there had been no opportunity of being excavated. Before the hole was taken out of the hole, the authorities saw fit to interpose a barricade between the walk and the cemetery gate, where a large crowd of curious and excited on-lookers had gathered. Great masses of human flesh were shovelled into newspapers spread on the ground, and deposited in canvas bags for interment in the graves from which it is supposed they had been illegitimately removed. The first body to be taken out was that of a girl of about 15 years of age. It had evidently been taken from a coffin, of which there was no trace, thrown into the hole, and doubled up. Just a little below this was found the body of an old man, which had been treated in the same manner. The excavators then proceeded to another section of the cemetery, where it was stated that two bodies were to be found in the same. Entire remains, however, were not discovered, but, in their place, there were no fewer than 20 skulls and fragments of skulls. However, some of the material was taken out, and it was supposed resurrectionists had been at work there intact. This was found to be the case at two graves, and in the third, from which it was said the body of a woman had been removed and burned, the remains of a woman of an age corresponding to that of the deceased were found. A coffin plate was also found, detached, on the top of the lid, and the articles were removed in order to ascertain if they were really human. The investigation was resumed on Wednesday.

Three graves were opened, one being private, while the other two were in the paupers' ground. In 1877 the owner of the private plot had a relative buried in a certain grave, but about 20 years ago he purchased other grounds; and he decided to have the body removed. He attended personally at the transference, and as the coffin, which was about 20 years old at the time, carefully lifted out and placed in the other grave. The men engaged at the operation, after filling in only a small quantity of earth, happened to say: "they had better dig another lot to stand by," and he immediately alleged that when the owner left the cemetery the coffin was lifted and smelted, the remains thrown up, strewn in the bottom of the grave, and covered with the lid of the coffin only. When the grave was opened on Wednesday last, the state of matters that was revealed certainly gave colour to this statement. Instead of a practically complete coffin there were only fragments of wood, and a quantity of bones scattered in different directions, and certainly in such positions that they would have been impossible if the body had not been undisturbed. One of the most significant facts was that the spine alone was broken. The allegation is further corroborated by the report circulated as to the breaking up of the coffin and the remains, the grave was opened and parts of an old coffin and quantity of bones thrown in. A skull was found in the grave, but as a quantity of hair was still adhering to it, it was considered impossible that it could be the skull of a body interred over 42 years ago. It was stated that when the coffin was broken up it was taken to the tool-house and burned, along with some of the remains. The police took possession of the remains, and the coffin was found in the grave. In the pauper's portion of the cemetery two graves were afterwards opened from the first of these coffins was again apparently intact, and in the other, which, like its neighbour, are said to have taken place, only a few bones were found, so that there is no plain evidence whatever for Mr. Hammond's theory upon this point. On the contrary,

What makes this attack on the President so damaging is the fact that Mr. Reid is an eminent Republican and a convinced and fervent Imperialist. He is one of the most prominent commissioners in Paris. He urged them, and defends now, on constitutional, political, economic, and other grounds, taking and holding the Philippines. He is for holding them as dependencies, never for admitting them as States. He denounces Aguinaldo and his Tagalo subjects as rebels, savages, and pirates, and is in favor of a military government or self-government. He holds that the Philippines are ours by right of conquest, and that they are to be dealt with accordingly. Admitting that Americans are now in a temper in which popularity is not to be won by Imperialist professions, he honourably avows that in his first conference with the President he was of the opinion that the United States should admit that Paris dictated conclusions to Washington, and that the President was overborne by his commissioners—a curious piece of history indeed. He tells us that the American commissioners accepted on behalf of their Government the responsibility of maintaining order jointly with the Spaniards in the Philippine Islands.

Then, in language all the more impressive for its studied decorum, Mr. Reid arraigns the President for a breach of the agreement made in his name. He charges him with neglecting his responsibilities and with allowing Aguinaldo to rule Luzon, organized an army, confiscate property, oppress natives, violate the American lines, and practically besiege Manila while the American forces were held in the leash. He says —

"If the bitterest enemy of the United States had sought to bring upon it in that quarter the greatest trouble in the shortest time he could have devised for that end no policy more successful than the one we have actually pursued."

This tremendous indictment of the President in his own commissioner's becoming more and more formidable to the people of Manila. Mr. Reid is also the owner and editor of the leading Republican journal in the United States, the *New York Tribune*. He came to the President's own State to attack him and chose a non-political occasion for his accusation. The President's friends try to meet it by pleading that the treaty was not then ratified, and that the opponents of ratification, not the President himself, are therefore responsible. The Imperialists who are not friends of the President, and who are not without influence, however, will not avail, say that the President was alarmed by the opposition which at one time seemed likely to defeat the treaty and failed to act at Manila because he was waiting to discover whether the American people would approve the use of force. Be that as it may, Mr. Reid's arraignment of the President is the most important political fact of the moment. It has the most serious consequences, and it will have military consequences also, for it is certain to be used as an argument in favour of sending more troops to Manila.

The trouble of the Administration on the domestic question of the Civil Service, if less formidable, are not less likely to have a political influence. All Mr. Gage's elaborate apologies for the President's recent blow at the Civil Service leave the facts and public opinion in a very sorry state, and where they were. Seldom has any act of any Republican President been so sternly condemned by so many of the best Republicans and the best Republican papers, including three of the ablest in three cities so dissimilar as Boston, New York, and Chicago. Mr. Hanna's cynical admission before sailing for Europe that the President simply wanted to get rid of Mr. Gage's command is enough fatal to all his defense. Mr. Hanna's look of scornful indifference is one of practical politics. So does Mr. Havemeyer, the president of the American Sugar Refining Company, one of the two largest American trusts, argue trust questions before the Industrial Commission from a purely business point of view. He declares that the tariff is the mother of all trusts but his own and he is not a trust agent for ethics? But in Manila, the Civil Service, and trust are all political issues next-year, and there are Americans who think that morals also have something to do with politics.

RAGE FOR CRICKET.

A correspondent of the *Queenslander* who recently visited the Tonga islands, in the South Pacific, speaks highly of the inhabitants mentally and physically. Cricket they are passionately fond of, and it threatened to become a national danger at one time: 'Sides of a player number such as 40 versus 60, would play a day, eight ball for five days; and sometimes were like their names, cold-blooded, who play sometimes with hundreds a side for weeks, praying and praying to heaven, alternately playing, to wipe their opponents out. Plantations were neglected for cricket, which, when the usual paraphernalia were not forthcoming, was played with the stem of a coconut leaf for a bat and a green orange for a ball.' Cricket is played regularly in law, and confined to Tuesdays and Thursdays. 'The natives have a wonderful facility in learning and mastering the game, and in the correspondent's opinion, the combined Fijian and Tongan team, purely native, would give a satisfactory account of themselves against combined Queensland.' 'Tonga has just been brought within the British sphere of influence.'

EXPERIMENT IN JUVENILE TRADING.

On the experiment has been tried in connection with one of the religious dedications at the village school. The children were given to know that, if 13 children, the money collected, how much they could make out of it by trading with it. The money has been called to be given to the support of a child in a Christian school at Chota Nagpur. The experiment proved a great success for the pennies were sold at 100% profit. The children of the village started with a penny worth of mustard and cress seed, and a third of a penny worth of sugar. They were given a recreation class. The most successful trader, who earned 150% profit, was a girl of 10 years.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 22nd July, 1899. [948a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 22nd July, 1899. [948a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"CHOYSANG,"

Captain Bowker, will be despatched as above on MONDAY, the 24th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers, and is now being fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 22nd July, 1899. [947a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"

Captain will be despatched as above on MONDAY, the 24th instant, at Noon.

This Vessel has Superior Accommodation for Saloon Passengers, and is now being fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 22nd July, 1899. [937a]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain H. Hill, will be despatched as above TO-MORROW, the 23rd instant.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 22nd July, 1899. [942a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on TUESDAY, the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [932a]

NORDDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBÉ AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Kirchner, will leave for the above Ports, on or about WEDNESDAY, the 26th instant.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 20th July, 1899. [942a]

NORDDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"

Captain H. Sünner, will leave for the above Ports, on or about SATURDAY, the 23rd instant.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 20th July, 1899. [942a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"YANGTZE,"

H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 23rd July.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th June, 1899. [785a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Goodwin, will be despatched as above on SUNDAY, the 30th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [921a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on SUNDAY, the 6th August, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [933a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIWANG,"

Captain Outerbridge, will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [899a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on WEDNESDAY, the 26th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [877a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG,"

Captain I. Lynch, will be despatched as above on THURSDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 21st July, 1899. [949a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GHAAZE,"

will be despatched for the above port on or about the 31st July.

At Intervals of 2 weeks.

"SIKH,"

"ARGYL,"

"JOHN SANDERSON,"

"AFGHANISTAN,"

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th July, 1899. [908a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO.—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second Class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 18th July, 1899. [938a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—

From Trieste, ex S.S. *Istria* transhipped at Bombay.From Venice, ex S.S. *Massimiliano* and *Albatros* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 31st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, 18th July, 1899. [907a]

"MOGUL" LINE OF STEAMERS.

STEAMSHIP "ARGVLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th July, 1899. [941a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on SUNDAY, the 6th August, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st July, 1899. [933a]

Consignees.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Cargo remaining undelivered after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 31st instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 17th July, 1899. [927a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Optional Cargo will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

GENERAL AVERAGE PER S.S. "KAISOW."

Cargo ex this Vessel having arrived per s.s. *Oopack*, consignees are hereby informed that the General Average Bond must be signed and a Deposit made before Bills of Lading can be countersigned.

The Average Bond is lying at the Office of the Undersigned for signature.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 17th July, 1899. [930a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 16th July, 1899. [946a]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Italy, ex S.S. *Thames*.From Madras, ex S.S. *Lauda*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RICHIE,

Superintendent.

Hongkong, 18th July, 1899. [935a]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, ex S.S. *Oriental*.From Australia, ex S.S. *Shannon*.

From Persian Gulf, ex B.I. S.N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RICHIE,

Superintendent.

Hongkong, 21st July, 1899. [945a]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—